

**IN THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF THE CLAIMS:**

1. (Currently Amended) An internal door cladding, comprising:  
a door rail having a decorative layer, the decorative layer having a first plane and a second plane wherein the first plane and the second plane are not coplanar;  
an airbag for head and/or shoulder side-collision protection in the event of a side collision and/or rollover located on the door rail of the internal door cladding;  
an airbag directional shoot including an outlet opening for deploying the airbag in a direction of a head and/or shoulder area;  
at least one airbag flap for closing the outlet opening; and  
a tear line in the decorative layer proximate to the airbag directional shoot that traverses a substantially "V"-shaped course along both the first plane and the second plane and includes a sharp inflection point or peak such that upon an unfolding force of the airbag against the airbag flap, a tear is initiated at the inflection point or peak and propagates along the tear line.
2. (Canceled)
3. (Previously Presented) The internal door cladding according to claim 2, further comprising a collision element located in the airbag directional shoot for initiation of a part of the unfolding force of the airbag on the tear line or for guiding the unfolding airbag towards the tear line.
4. (Previously Presented) The internal door cladding according to claim 3 wherein the collision element is wedged-shaped.
5. (Previously Presented) The internal door cladding according to claim 3, wherein the collision element has an angle leg which stands up in the area of the tear line.

6. (Previously Presented) The internal door cladding according to claim 1, further comprising an angle shaped reinforcement element coupled to the airbag directional shoot.

7. (Canceled)

8. (Previously Presented) The internal door cladding according to claim 1, wherein the airbag directional shoot has a side limit which runs vertically.

9. (Previously Presented) The internal door cladding according to claim 1, further comprising a gas generator for deploying the airbag.

10. (Previously Presented) The internal door cladding according to claim 9, wherein the gas generator is placed in an incorporation position on an opposite side of an instrument panel.

11. (Previously Presented) The internal door cladding according to claim 1, wherein the airbag flap is designed to swing open towards a side window.

12. (Canceled)

13. (Previously Presented) The internal door cladding according to claim 1, wherein the airbag flap is placed on a support of the internal door cladding.

14. (Currently Amended) The internal door cladding according to claim 1, further comprising a further airbag flap for covering the outlet opening, wherein the further airbag flap is designed for pivoting ~~it~~ in an opposite direction from the at least one airbag flap.

15. (Previously Presented) The internal door cladding according to claim 1, further comprising a holding strip for the airbag flap.

16. (Previously Presented) The internal door cladding according to claim 1, wherein the airbag flap is designed to pivot.

17. (Previously Presented) The internal door cladding according to claim 8, wherein the limits for the directional shoot are fixed to a support of the internal door cladding, and a housing for the airbag in folded state is formed below a rail of the internal door cladding by means of the limits and the support.

18. (Previously Presented) The internal door cladding according to claim 17, wherein the housing includes a lance for connection of the airbag to a gas generator.

19. (Currently Amended) A motor vehicle door, comprising:  
an internal door cladding, the internal door cladding having a door rail;  
a decorative layer located on the door rail, the decorative layer having a first plane  
and a second plane wherein the first plane and the second plane are not coplanar;

a head and/or shoulder anti-shock airbag in the event of side collision and/or rollover coupled to the internal door cladding, and including a directional shoot for the airbag, the airbag directional shoot located on the door rail of the internal door cladding having an outlet opening for deploying the airbag towards a head area;

at least one airbag flap for covering the outlet opening; and  
a tear line proximate to the airbag directional shoot that traverses a substantially "V"-shaped course along both the first plane and the second plane and includes a sharp inflection point or peak such that, upon an unfolding force of the airbag against the airbag flap, a tear is initiated at the inflection point or peak and propagates along the tear line.

20. (Previously Presented) The motor vehicle door according to claim 19, wherein the door is a hybrid door.

21. (Currently Amended) The motor vehicle door according to claim ~~18~~ 19, wherein the door is sized and shaped for a cabriolet.